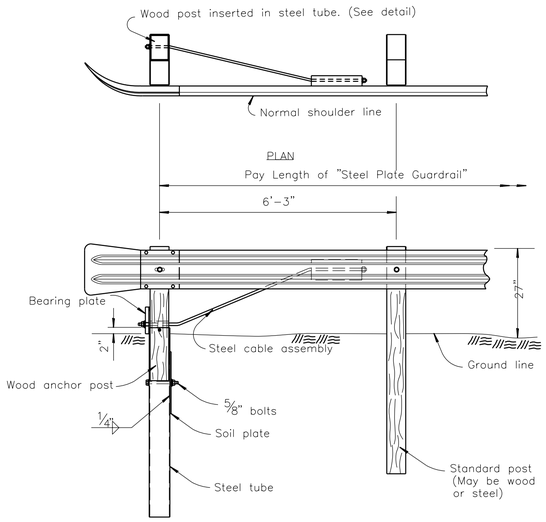
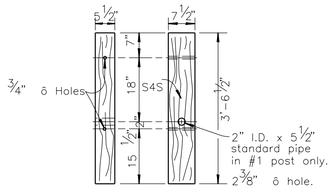
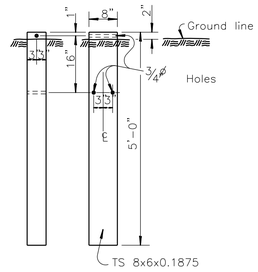


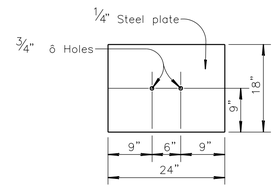
DETAIL OF ANCHOR ASSEMBLY



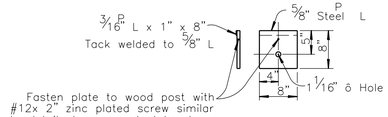
WOOD BREAKAWAY POST



STEEL TUBE



SOIL PLATE



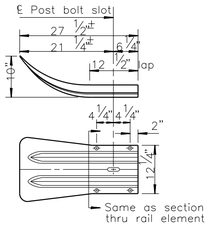
BEARING PLATE

GENERAL NOTES

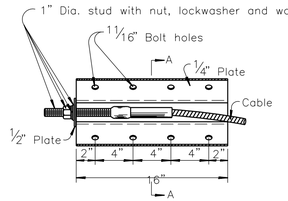
All guardrail splices, including special end shoes, shall be lapped in the direction of Traffic. Where traffic is temporarily carried in the direction opposite of the final configuration, the rail splices shall be lapped in the direction of the permanent traffic.

Terminal end posts shall consist of a wood post inserted in a steel tube as detailed on this sheet. Wood or steel may be used, at the Contractor's option, for the remainder of the posts except where specific material is required for features shown on other standard drawings, such as end terminals and intersecting roadways.

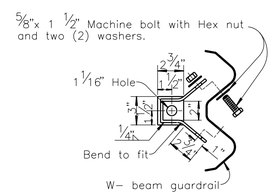
The soil plate and steel tube shall be set in place prior to the installation of the wood anchor assembly post.



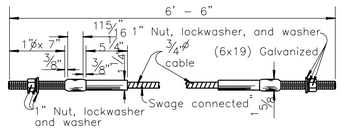
STANDARD END SECTION
(1 each)
(Subsidiary to Steel Plate Guardrail)



ANCHOR PLATE



MODIFIED SECTION A–A



CABLE ASSEMBLY
(1 each)
(40,000 lbs. min. breaking strength)
Tighten cable to taut tension.

REFERENCE: KANSAS DEPARTMENT OF TRANSPORTATION STANDARD DRAWING RD618

1 GUARDRAIL
NOT TO SCALE

General Notes for Wood Posts

All wood posts and wood blocks shall be given a preservative treatment as provided for in the K.D.O.T. Standard Specifications. All cuts, injuries, and bolt holes in treated wood posts and blocks shall be thoroughly saturated with preservative.

Only one type of preservative treatment may be used on a project.

Rectangular posts and wood blocks shall be S4S and shall meet the requirements of the KDOT Standard Specifications.

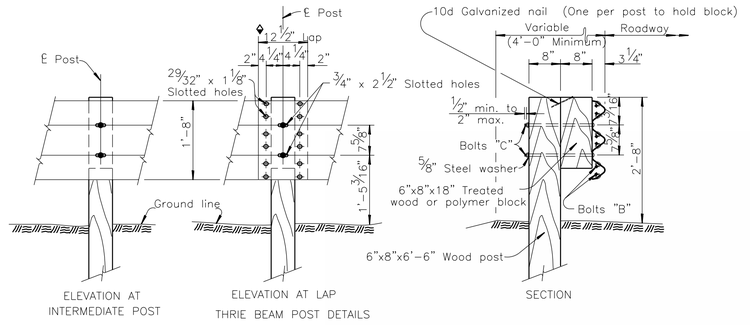
Excavation of all classes, including rock, shale, and other materials, regardless of the elevations encountered, required for the erection of Guardrail shall be considered subsidiary to the various bid items for which payment is made.

Guardrail posts may be set by digging or by driving. Post caps which are designed to protect the post from crushing shall be used during driving operations.

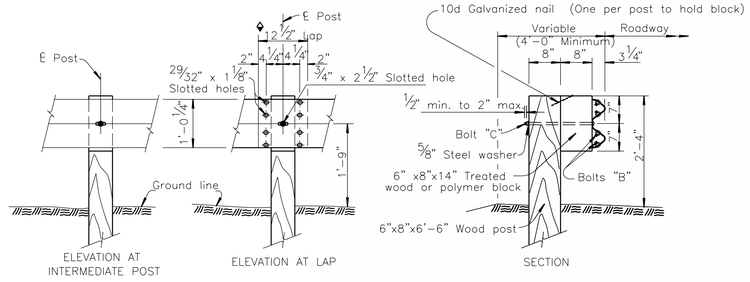
Approved polymer block–outs may be subsituted for wood blockouts. Only one type of block–out shall be permitted at each guardrail installation. This excludes the guardrail end terminals unless certified by the manufacturer.

The Contractor shall notify the Engineer at the earliest practical time if a non–removable man–made object (footing, pipe, etc.) is encountered which prevents installation of a full length post. Approval of the Engineer shall be obtained before cutting posts shorter than 6'–6" except as allowed on Standard Drawing RD617.

All dimensions are nominal and are subject to manufacturing tolerances.



THRIE BEAM POST DETAILS



W–BEAM POST DETAILS

◆ Rail shall be lapped in the direction of traffic. Where traffic is temporarily carried in the direction opposite of the final configuration, the rail splices shall be lapped in the direction of the permanent traffic.

REFERENCE: KANSAS DEPARTMENT OF TRANSPORTATION STANDARD DRAWING RD611

2 WOOD GUARDRAIL POSTS
NOT TO SCALE

MARK	DESCRIPTION	DATE	APPR.

amec
AMEC Earth & Environmental, Inc.
1129 SW Wanamaker
Topeka, Kansas 66604
Phone: (785) 272-6830
Fax: (785) 272-6878

CITY OF WICHITA

LEVEE "L"
WICHITA-VALLEY CENTER LOCAL FLOOD PROTECTION PROJECT
WICHITA, KANSAS

PREPARED FOR
THE CITY OF WICHITA, KANSAS
455 N. Main
Wichita, KS 67202

LAWRENCE J. SAMPLE
LICENSED
15855
7/17/09
KANSAS
PROFESSIONAL ENGINEER

DESIGNED BY: Lawrence J. Sample, P.E.		DATE: 2009/JUL/17
DWN BY: Staff	CKD BY: MG	APP BY: DWD
FILE NAME: 56150000-C-SP-214.dgn		
AMEC PROJ. NO. 5-6150-0000		

GUARD RAIL DETAILS

SP-2.14

SHEET 16 OF 48